C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 49 No. 5 | INTELLIGENCE | Page 33

SUPPORTERS of legislation to reduce the burden of product liability lawsuits on general aviation manufacturers had been hoping the Senate Commerce Committee would mark up S.640, Sen. Nancy Kassebaum's bill, this week. However, it now appears Commerce Committee Chairman Ernest Hollings (D-S.C.) will not schedule a markup until after the August Congressional recess.

TRANSPORTATION SECRETARY Samuel Skinner reiterated last week the Bush Administration's campaign pledge to spend Aviation Trust Fund monies as they were intended. At a press conference at DOT headquarters, Skinner said "the aviation industry and I don't agree on everything, but one thing we don't disagree on is the need to pour additional resources into the aviation infrastructure. The President supported during his campaign and continues to support the proper use of those funds."

ROBERT AARONSON, president of the Air Transport Association, said the aviation industry should be "looking at the issue" of whether a dedicated trust fund serves its interests. "Given our experience over the past 10 years, why would any constituency want to see these funds continued?" he asked.

AIR FORCE Secretary Donald B. Rice said there is merit in the idea of a national civilian pilot academy run by the FAA and "sponsored by the airlines." Pilot retention is becoming a crisis for the military services and Rice says it's unfair for the airlines to "bid people away without that sector contributing to the supply...pilots are becoming a national resource."

REGULATORY REVIEW OF REPAIR STATIONS PLANNED BY FAA

Federal Aviation Administration has scheduled a series of public meetings as part of a Regulatory Review of regulations covering repair stations and repairmen, certification rules and related topics. FAA is proposing a complete review and modification of Parts 43, 65 (Subpart E) and 145 of the Federal Aviation Regulations, including changes in the types of certificates issued and the type of work to be performed by holders of various certificates. Areas to be addressed in the review include ratings and classes, operations and inspection procedures, manufacturer's maintenance facility, contracting by repair stations, facility, housing and equipment requirements, recordkeeping and report requirements and management, inspection personnel and repairmen qualifications.

Public meetings to discuss the proposed changes will begin Oct. 24-25 at FAA headquarters in Washington, D.C. Additional meetings are scheduled: Nov. 7-8 in Fort Lauderdale, Fla; Nov. 28-29 in Dallas, Tex.; and, Dec. 12-13 in San Francisco, Calif. A copy of the notice announcing the Regulatory Review, which appeared in the July 24 Federal Register, is reprinted on the back of Pages 34-37.

AOPA ESTABLISHES AIRPORT WATCH PROGRAM TO FIGHT DRUG TRAFFICKING

Aircraft Owners and Pilots Association, in conjunction with the Federal Aviation Administration, the U.S. Customs Service, and the National Crime Prevention Council last week introduced the AOPA Airport Neighborhood Watch Program aimed at stopping the use of general aviation aircraft in drug trafficking.

AOPA President John Baker said the "importation, sale, distribution, and use of illegal drugs is a national disease. Now for the first time, this unique partnership between the aviation community and the general public, can make a difference in the war on drugs." Program will rely on pilots, aircraft

(Continued on the following page)

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Colloqan**/Editor, **Kathryn Bledsoe**/Associate Editor, **Tom Woodall**/Publisher • Published weekly by the Aerospace and Defense Group of McGraw-Hill Information Services Co., a division of McGraw-Hill, inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9528) • **Officers of McGraw-Hill Information Services Co.**: Walter D. Serwatka, President; John W. Fink, Senior Vice President-Finance; Elisabeth K. Allison, Vice President Planning and Development; George R. Elsinger, Vice President-Circulation; and Kenneth E. Gazzola, Executive Vice President-Aerospace and Defense Group. **Officers of McGraw-Hill, Inc.**: Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive V.P., General Counsel, and Secretary; Frank D. Penglase, Senior V.P., Treasury Operations. • Subscription rates: Within the U.S., one year $395, 6 months $260. Quantity rates on request. Mailed first class.
COPYRIGHT 1989 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

FAA SOLICITING PROPOSALS FOR HUMAN FACTORS RESEARCH STUDY -- Federal Aviation Administration has published a notice in the Commerce Business Daily soliciting proposals for aeronautical human factors research from private industry, the academic community and non-profit institutions.

Agency is seeking proposals in eight areas including: air traffic control automation; aviation safety monitoring systems; human performance factors in aviation accidents and incidents; human performance assessment and improvement; flightcrew/controller information transfer; con- trols and displays; personnel selection, certification, and training; and human engineering validation methods.

FAA will accept proposals for a 12-month period. Copies of "Guidelines for Preparing Responses to FAA's Broad Agency Announcement for Aeronautical Human Factors Research Proposals" are available from FAA, Flight and Systems Research Branch, ADS-210, 800 Independence Ave., S.W., Washington, D.C. 20591; (202) 267-3754.

BUSINESS JETS, TURBOPROPS INVOLVED IN 34 MISHAPS -- Operators of business jet and turboprop aircraft were involved in 34 accidents and incidents that claimed 17 lives during the first six months of 1989, according to information compiled by Robert E. Breiling Associates. A brief description of the accidents/incidents that occurred during the first six months is shown in charts on the back of Pages 38-39. Breiling Associates has specialized in the compilation and analysis of business aircraft accident statistics for approximately 20 years. The company has published, and has available for sale, a number of comprehensive reports on different aspects of business aviation operations (see insert attached to this issue).

U.K. EXPECTED TO BOOST FOREIGN OWNERSHIP LIMIT OF BAe -- U.K. government will probably raise limits on foreign ownership of British Aerospace stock to 29.5 percent from 15 percent, following approval by the European Economic Commission of a similar U.K. government plan for engine manufacturer Rolls-Royce, government sources said. The EC was not looking specifically at British Aerospace but "it is entirely probable that British Aerospace will be put in the same position" as Rolls-Royce, a government source said. "There is no logical reason why one should be treated differently from the other," said analyst Michael Bloggs of London's James Capel firm. Raising the foreign shareholding limit resolves a dispute between the EC and the U.K. over European ownership of U.K. defense companies by setting aside a larger portion of outstanding shares for non-U.K. investors. The EC had pushed for raising the limit, arguing that current restrictions discriminate against non-U.K. investors.

WASHINGTON CONSULTING GROUP WINS $3 MILLION FAA CONTRACT -- The Washington Consulting Group received a $3 million, five-year contract from FAA to assist the agency in identifying and resolving air traffic control, airspace capacity and airport workload issues. The work will be done for FAA's Office of Operations Research and will involve development of air traffic simulation programs, creation of mathematical models for configuring airspace, statistical analysis and capacity studies.

WICAT ANNOUNCES IMPROVED FINANCIAL RESULTS FOR QUARTER -- Wicat Systems, Inc., Orem, Utah, announced improved financial results for the first quarter of fiscal 1990, which ended July 2, 1989. The company, which provides technology based training and education programs, reported a net profit of $21,000 for the quarter compared to a loss of $386,000 for the same quarter a year earlier. Revenues increased to $9.4 million compared to $9.2 million in the first quarter of fiscal 1989.

Robert W. Mendenhall, presiden: and chief executive, said "we are encouraged by the improved results and the return to profitability. I believe that the restructuring actions implemented in the second half of last year have positioned Wicat for sustainable profitability and positive cash flow." He said backlog is 10 percent higher than last year and that expense levels have been significantly reduced. "While we have cash in the bank and no debt, we just completed a new, larger credit agreement that provides additional financial resources should our growth exceed our expectations." The company recently received additional contracts from a number of major clients including American Airlines for flight attendant training, Boeing 767 maintenance training, VARIG DC-9 flight training, Scandinavian Airlines Services, Japan Air Lines and Air New Zealand.

COPYRIGHT © 1989 McGRAW-HILL, INC.

1989 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-01-06	DA-20F	Slid off runway landing during training	N1892S	TX	Ldg	Corp	Tra	-	M
01-09	L-55	Departed rwy. during high speed turnoff	D-CLIP	Germany	Ldg	Pvt	Pass	-	S
01-12	CE-501	Landed long following ILS, overshot rwy.	N32MJ	TN	Ldg	Bus	Ferry	-	M
01-13	L-35	Swerve off rwy. landing, training flt.	N352Z	IN	Ldg	Comm	Tra	-	M
01-20	DA-900	Aircraft departed runway side landing	N901B	IN	Ldg	Corp	Pass	-	S
01-31	L-23	Aircraft landed with ldg.gear retracted	FGDAV	Portugal	Ldg	Pvt	Ferry	-	D
02-15	DA-20DC	Overshot runway during landing	N232RA	NY	Ldg	Comm	Cargo	-	D
02-24	L-35A	Hit standing water on TO, control lost	PTLGS	Brazil	TO	Comm	Pass	-	S
02-27	CE-550	Landed long, delayed abort, overshoot	N29X	NY	Ldg	Corp	Ferry	-	D
03-23	L-25	Overshot ldg. gear sheared,lded. gear up	N29FN	VA	Ldg	Comm	Ferry	-	S
05-22	HS-125	Nose gr. collapse during ldg. turn off	N125HS	OK	Ldg	Corp	Pass	-	M
05-24	L-31	Hit disabled acft.during takeoff	N31CG	MI	TO	Corp	Pass	-	M
06-29	DA-20	Failed to climb on TO, hit trees,tower	N125CA	GA	TO	Comm	Cargo	-	D

Source: Robert E. Breiling Associates, Inc

1989 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-01-02	MU-2	Crash executing an ILS in IMC	N500B	SC	Ldg	Pvt	Pass	4	D
01-06	PA-31T	Lost control TO in IMC and snow showers	N82290	CO	TO	Bus	Pass	-	S
01-07	BE-90	Collided with trees maneuvering to land	N784Q	KY	App	Pvt	Pass	-	S
01-12	BE-200	During wx.diversion acft.hit high ground	YU597CP	Venez	Clb	Comm	Ferry	2	D
01-16	BE-90A	Main gear retracted touch & go ldg. Tra.	N623AW	AL	Ldg	Comm	Tra.	-	S
01-20	MU-2	Landed gear up following ILS in IMC	N1426K	UT	Ldg	Comm	Pass	-	M
01-30	BE-90E	Struck deer TO. Lded.gear up due damage	N87CH	WY	TO	Comm	Med.Ev.	-	M
02-11	BE-90	Cabin door separated during climb	N195KQ	IA	Clb	Bus	Pass	-	M
02-15	BE-200	Control loss due frozen sys., emerg.ldg.	N123D	VT	Clb	Comm	Pass	-	M
02-17	MU-2B	Hit rwy.lights landing on slippery rwy.	N54US	WA	Ldg	Comm	Cargo	-	S
02-24	SA-226T	Crash during IMC approach	non US	Finland	App	Comm	Pass	6	D
02-28	MU-2	Collided with water during contract ops.	N701DM	CA	Desc	Comm	Othr	1	D
02-28	BE-90	Taxi into ditch along runway side	N946	FL	Txi	Bus	Pass	-	M
03-06	BE-100	Gear up landing during training flight	N75ZZ	MI	Ldg	Comm	Tra	-	M
03-20	690A	Engine failure/shutdown during climb	N690MF	MN	Clb	Comm	Crgo	-	N
03-31	MU-2	Collided with BE-1900 during taxi	N638MA	NY	Txi	Comm	Crgo	-	S
04-10	BE-200	Fire/crash after TO. Sabotage suspected	N30PC	FL	Clb	Corp	Pass	3	D
05-10	BE-200	Flew into mountain during IFR ferry flt.	N39YV	NM	Cru	Comm	Ferry	1	D
05-12	SA-226T	Unable to lower rt.gr. Lded. with one up	N104TA	TX	Ldg	Comm	Ferry	-	M
06-07	MU-2M	Landed with gear partially extended	N60AJ	WI	Ldg	Comm	Ferry	-	S
06-08	MU-2J	Landed with rt. gear partially retracted	N155BA	OK	Ldg	Comm	Ferry	-	M

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed